BUREAU OF ENVIRONMENT

CONFERENCE REPORT

DATE OF CONFERENCES: March 6 and 13, 2008

LOCATION OF CONFERENCES: J.O. Morton Building

ATTENDED BY: Joyce McKay, Sarah LeVaun Graulty, Christine Perron, Kevin Nyhan, Charles Hood, Don Lyford, Chris Carucci, Dave Powelson, Nancy Mayville, Charles Blackman, NHDOT; Dick Boisvert, Jim Garvin, Linda Wilson, Beth Muzzey, NHDHR; Jamie Sikora, FHWA; Rita Walsh, VHB; Deborah Finnigan, City of Portsmouth DPW; Matthew Low, HTA; Harold Garneau, Town of Carroll; DOT; Dennis Coffey, HNTB; David Foster, Underwood Engineers;

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting

Portsmouth, BRF-X-0182(066), 10665
Portsmouth, X-A000(334), 14368
Carroll 14635
Conway 11339B
Salem-Manchester, A000(192), 14075
Derry 14192
New Ipswich, X-A000(403), 14465
Columbia 13815
Pelham, X-A000(415), 14491
Boscawen, X-A000(342), 14402
New London 14884
Boscawen, 14678
Andover, X-A000(219), 14169
Historic Covered Bridge Program
Salem-Manchester, A000(192), 10418C

Thursday, March 6, 2008

Portsmouth, BRF-X-0182(066), 10665. Participants: Rita Walsh, VHB (rwalsh@vhb.com), Deborah Finnigan, City of Portsmouth DPW (dafinnigan@pw.cityofportsmouth.com)

Discussion:
The discussion centered on the proposed wording of the MOA that will mitigate the adverse effects of the removal of the c. 1930 highway bridge and its 19th century stone abutments. Edits offered and approved by the committee were:

- Globally, change NHDOT to City of Portsmouth as the party responsible for carrying out the stipulations.
- Stipulation # I – add the large format photographs will be 4" x 5" contact prints

- Stipulation # I- Replace "state-level HAER" with "NH Historic Bridge Documentation.
- Retain Stipulation #2 which requires the bridge be advertised for sale and removal per a 1987 Surface Transportation Act FHWA Programmatic Agreement. The bridge would be initially advertised with covenants.
- Stipulation #III - Add that NH Historical marker text must be reviewed and approved by NHDHR.
- Stipulation #IV – Note that new landscaping in place of existing pavement in front of Sherburne House is mitigation by design.
- Remove Stipulation #V.
- Stipulation #VI – Add standard phrasing that all necessary phases of archaeological investigation will be completed.
- Change date of termination of agreement to 12/31/2010.
- Add City of Portsmouth as a signatory. Remove NHDOT as a signatory.

Associated discussions/directions included:

- Contact NHDOT ROW department Phil Miles for information on advertisement requirements.
- Photographs of other similar bridges on the line can be done in regular black-and-white photography (and not digitally) and not taken as large format photographs.
- Offer salvaged stone from the abutments to the City of Portsmouth, possibly could be re-used for landscaping in the project area
- NH Historic Bridge Documentation report – includes history of Greenland Road in the report (check with Lynn Monroe for area forms that may include this history); review IAC report for histories as well.
- Noted that the advertisement must include statement that bridge be transferred with covenants that the bridge will be preserved in its new site; the sale offer must be re-advertised a second time if no response the first time (but without the covenants language)
- Historical marker must be placed in a location where people can stop in a car and read the marker. Location of this marker is not yet determined.

Next Steps:
Ms. Walsh will prepare a revised version of the MOA for review by the agencies. The revised version will incorporate the edits offered and approved by those in attendance.

Ms. Walsh will send an electronic copy of the 3 versions of the NH Historical Marker text to Jim Garvin and Linda Wilson.

Portsmouth, X-A000(334), 14368. Participant: Deborah Finnigan, City of Portsmouth DPW (dafinnigan@pw.cityofportsmouth.com)

Using aerial photography, GIS mapping for historical locations, and engineered plans, Deborah Finnigan explained that the I-95 Exit 7 (Market Street) Interchange creates direct access to the City's downtown business district and historical areas from Interstate 95 as well as to other corridor businesses and residences. The project area is from the Intersection of Market Street and Kearsarge Way to 200' east of the I-95 Northbound on-ramp at Market Street.

The Interstate 95 and the Market Street/Woodbury Avenue corridor have experienced a large increase in traffic in the recent years. The capacity of the I-95 (Exit 7) Market Street interchange has been insufficient to handle existing traffic demands. The interchange capacity constraints cause vehicles to queue back to Kearsarge Way blocking vehicles trying to exit Kearsarge Way. Also, vehicles will violate the red phase by "running" the signal, so they don't have to wait through another cycle of the signal. The interchange operations will continue to degrade and cause continued safety problems, because of additional corridor development and traffic growth. Therefore, timing changes and capacity improvements will help facilitate traffic moving more efficiently in this area.

One of the project objectives is to improve interchange capacity. This will be accomplished by adding additional turn lanes on Market Street and by adding travel lanes to the I-95 southbound off-ramp and the I-95 northbound on-ramp. This work also includes reducing the existing median island width, striping, widening of Market Street and the ramps, relocation of existing sidewalk, minor traffic signal equipment modifications (including adding a phase to the I-95 northbound ramps at market Street), and minor drainage modifications.

The work being done on Market Street is within the existing curb-to-curb width and the work being done on the highway ramps is within the state's current right-of-way for the I-95 highway. It was noted that anything of significance would have already been disturbed during the original highway construction.

A determination was made that no historic properties are affected and a Cultural Resource Memorandum of Effect stating this can be signed. The NHDHR requested that Deborah Finnigan contact Edna Feighner concerning archaeological resources. It might be necessary to have an archeologist available during construction, and this notation would be placed in the memo.

Carroll 14635 (no federal number). Participants: Matthew Low, HTA (mlow@hta-nh.com) and Harold Garneau, Town of Carroll.

M. Low, Hoyle, Tanner and H. Garneau from the Town of Carroll, met with the committee to discuss the potential future adaptive reuse of the existing Low Warren Pony Truss with verticals. The desire is to move the existing truss to a new location and integrate it into an existing snowmobile trail.

M. Low provided a status update of the municipal bridge project. At this time, the wetlands permit has been received, the contract has been advertised, and Bayview Construction of Portsmouth, NH, is the low-bid contractor. The town has a warrant article to appropriate construction funding at their March 11, 2008 Town Meeting.

J. McKay questioned whether a Memorandum of Agreement (MOA) was executed. After discussion it was determined that a Memorandum of Effect had been issued but not a MOA from the Army Corps of Engineers. Relocation of the bridge will be an adverse effect. The preparation of the MOA now needs to be coordinated with Mr. Richard Roach of the Corps since the project require an Army Corps permit. Beth Muzzey asked what would happen to the bridge if DRED ultimately does not use the bridge on its trail.

The NH Historic Property Documentation to be described in the MOA will need to include: basic CADD drawings, large format black and white contact prints and the 4" x 5" negatives, and a photo location/view key. It will also include a descriptive narrative and documentation specific

to the crossing and the construction and alternations of the bridge. J. Garvin will visit the bridge to determine at what angles and views the photographs must be taken. J. Garvin stated he would prepare descriptive text to accompany the documentation and photos. J. McKay indicated that the town would need to hire an architectural history consultant to do the historical narrative and format the document correctly. In addition, the NH Hoyle, Tanner and the town will coordinate the "heads up letter", MOA, and state-level documentation required. This information all needs to be reviewed by the Advisory Council prior to moving the bridge.

H. Garneau explained he has been coordinating the adaptive reuse project with Mr. Chris Gamache of DRED. C. Gamache has visited the site and is in favor of the project. H. Garneau has also contacted Mr. David Powelson, P.E., and Mr. Doug Gosling of the NHDOT. HTA plans to move the bridge without damage to it to an interim storage location on state land. The bridge would be placed on timber cribbing.

J. Garvin will determine, by reviewing the NHDOT Bridge Inspection Report and visiting the site, if the floor system of the bridge can be sacrificed as part of the project. HTA had proposed removing the floor and floor system to relocate the trusses. The new use would retain the current width of the bridge.

A second MOA will eventually be required stipulating the level of rehabilitation of the bridge associated with the adaptive reuse project.

Conway, HP-STP-NHS-DPI-MGS-TX-0153(001), 11339B. Participant: Don Lyford.

The historic Birchmont Barn on Locust Lane, which the NHDOT sold to a private property owners Sandra and James Logan in August 2007, collapsed on February 19, 2008 from the weight of snow accumulation on the roof. J. McKay inquired whether NHDHR needed additional documentation for the property. B. Muzzey noted that the property owners should be released from the preservation covenants and requested photographs of the collapsed barn on photo sheets for NHDHR files. [Photos were subsequently transmitted, and ROW was asked to remove the covenants.]

Salem-Manchester, A000(192), 14075. Participant: Dennis Coffey, HNTB.

The overall objective of the study is to identify what transit investments are needed and feasible to accommodate future travel demand within the I-93 corridor and to determine when and how those investments should be implemented. The planning horizon is year 2030. The study is managed by NHDOT, but includes participation by the Massachusetts Executive Office of Transportation. The end product is a strategic implementation plan that would be implemented by both states. The study is at the feasibility level of development, and will not involve detailed environmental analysis.

Potential Alignments

The Study Team has reviewed many reports, analyses, and proposals for a range of transit options in the corridor.

The prior work had identified three major corridor approaches to meeting the future mobility needs of residents and commuters in the study area. These corridors include two existing rail routes as well as the I-93 highway alignment. The western corridor is the freight line owned and operated by Pan Am Railways, and would provide a direct rail route south from Manchester, through Merrimack and Nashua, and then connect to the current terminus of the MBTA commuter rail Lowell route (New Hampshire Main Line).

A second rail corridor is the now abandoned, and mostly publicly owned. The Manchester and Lawrence branch (M&L) that would provide a route that essentially parallels the highway between Manchester and Lawrence. At Lawrence the branch connects to the MBTA Haverhill commuter rail route.

A third alternative corridor would take advantage of portions of both the M&L branch and the highway alignment. The highway expansion project includes provision for a transit reservation within the highway corridor. This would allow for the construction of railroad tracks in the highway median.

The Study Team worked with the Technical Advisory Committee (TAC) and the two states to identify the key opportunities and challenges of each of these corridors, or some combination of corridors. The "cross border" issue – that is, what to do once a route enters into Massachusetts -- is a priority for both states, and the Study Team has explored several options to address this concern.

Alternative Modes

The Study Team and the TAC have explored and discussed a range of alternative transportation modes in the preliminary phases of alternative identification and evaluation. The most obvious modes include commuter rail, some forms of heavy transit rail, bus rapid transit, and other types of bus services.

Mode choice is a critical element in the development of a strategic plan. Some modes require significant capital investment, and have rather long planning and financing horizons. Other mode choices might be implemented in incremental phases, resulting in lower early ridership, but may also meet shorter-term needs.

Land Use

In addition, the Study Team is exploring with regional and local planning agencies a range of land use policies, which may help to influence future growth patterns, and resultant impacts to traffic and transit ridership. The two states have complementary interests in encouraging land use patterns that would stimulate the development of more walkable communities, with town centers that may invite a transit solution to some travel needs. This may include long distance commuter travel as well as more local shopping/community needs.

Public Outreach

The first phase of public outreach was completed in April, 2007 with two public meetings held in Methuen and Derry that provided an opportunity for the public to be introduced to the complexity of the region's transportation challenges and the range of options being explored. Public input helped the study team to narrow the field of alternatives to meet peoples travel needs in the

corridor. A second round of public meetings was held in November 2007 at which the alternatives analysis was presented.

The project also hosts a web site (www.i93transit..org), and a fact sheet and newsletter have been prepared and circulated about the study.

Formal and informal meetings have been held with a wide range of stakeholders (bus operators, communities, regional agencies).

The TAC has continued to meet on regular basis, and the study team has participated in several of NHDOT's Community Technical Assistance Program meetings and workshops that focus on helping the I-93 corridor communities plan for and deal with the anticipated impacts of the highway improvement project.

Project Summary:

- Study area, centered on I-93, extends from Manchester, NH to Boston, MA
- Study examines potential for alternative transportation services in the I-93 corridor: rail and bus transit; ride sharing
- Study examines impact of land use policies on transportation demand

Derry 14192 (no federal #). Participant: Joyce McKay

This municipally managed project involves improvements to NH Route 28 from 500 feet south of the Folsom Road and Tsienneto Rd. intersection continuing north about 3,350 feet to match into existing road about 600 feet north of the Ashleigh Drive intersection. It proposes widening of the roadway for additional lanes, signalization, and sidewalks. The owner of the Pinkerton Taven has requested that his building be taken. It was noted that the tavern was not found to be eligible for the National Register. Thus, the city may proceed with the purchase and removal of the tavern without having an adverse effect because of this property.

New Ipswich, X-A000(403), 14465. Participant: Mark Richardson.

Mark Richardson discussed the elements under study to replace the bridge on top of the High Bridge "culvert," which spans the Souhegan River at the base of the high stone causeway. The structure was built in 1815. The current I-Beam and concrete deck bridge (157/093) was placed on top of the causeway in about 1900 and repaired in 1957. He noted that the culvert itself does tend to become choked with debris during flooding. However, it does lie close to the headwaters of the river so that the level of flooding is not as severe as it might be. J. Garvin noted that the stone portion of the crossing is the oldest transportation structure that has been identified. It is built as a stilted arch about 20' high and 18' wide and runs under what was the NH Third Turnpike, now NH Routes 123 and 124. Bridge Design is currently proposing to remove the existing ca. 1900 structure and replace it with a rapid replacement bridge, placing it gently over the stone causeway. There is concern about the stability of the causeway and the arch, and their condition will require close examination.

Thursday, March 13, 2008

Columbia 13815 (no federal number). Participants: Jim Garvin, NHDHR; Amy Dixon, LCHIP; and Tim Boodey, NHDOT.

Amy Dixon explained that the Town of Columbia had received a grant from LCHIP to rehabilitate the Columbia Covered Bridge over the Connecticut River (077/140). Bridge Maintenance had agreed to complete the necessary work. For LCHIP to document the funding, it needed some information on the project timeline, a design plan, scope of work, and the contractor, in this case NHDOT Bridge Maintenance. This bridge is a Howe Truss built in 1912.

Tim Boodey noted that a lot of work had been done on the bridge in 1981, when it was stripped down to the frame. Many members were replaced at that time. J. Garvin noted that because the wood in the original bridge was cut using a circular saw, distinguishing old from more recent work would be difficult.

Tim Boodey indicated he would provide a cost estimate for the work and send it in a memo to Nancy Mayville. The work involves replacing a lower chord member and about four diagonals. These members would be in-kind replacements. The wood for the project is pressure-treated structural Douglas Fir. All of the steel tension rods and bearing blocks would be replaced. Bridge maintenance is planning to purchase galvanized steel rods, which are obviously different in appearance from the existing. They will paint the rods.

T. Boodey estimated that the work would begin on September 1, 2008, and require two months to complete. Since there is a detour, Bridge Maintenance can close the bridge.

T. Boodey indicated that Bridge Maintenance does not usually complete drawings for such projects since they are replacing in-kind. He agreed to do a section of the bridge and highlight the members that would be replaced. Jim Garvin agreed to provide a brief report on the bridge, indicating what has been replaced if possible and noting necessary work.

It was noted that LCHIP usually completes a stewardship agreement with the grant recipient. Since it is a town-owned bridge, the agreement will be with the town. It was noted that Lemington, Vermont, which owns the west portal, would probably need to be apart of the agreement.

Pelham, X-A000(415), 14491. Participant: Kevin Nyhan (1553).

Kevin Nyhan discussed this project, which involves constructing two roundabouts in the Pelham center area to enhance traffic movements and facilitate a pedestrian friendly facility. He indicated that there are still two alternatives, one that requires the fire station be moved (A) and one that does not (B). The town will determine the final decision on what alternative is chosen if the citizens agree to spend money to relocate the fire station. K. Nyhan showed aerial photographs of the project area with the resources that make up the Pelham Historic District. Although a formal DOE has not been completed yet for the district, it was generally agreed that enough information has been gathered to make a preliminary project effect determination.

Based on recent projects that construct roundabouts in historic districts, it was agreed that either dual roundabout alternative would have "no adverse effect." K. Nyhan will present the project

again once a decision has been made as to the preferred alternative, and impacts are further refined. B. Muzzey noted that because it is not yet known where the new fire station would be constructed for Alternative A, there is a chance of a foreseeable future secondary impact. Construction of the Fire Station in the district would likely result in an adverse effect.

Boscawen, X-A000(342), 14402. Participants: David Foster, Underwood Engineers (436-6192); Rich Roach, Army Corps; Dick Boisvert, NHDHR.

David Foster presented this project. The Town of Boscawen seeks a Categorical Exclusion for this project. NOTE: This project has not been previously discussed at the Monthly Cultural Resource Agency Coordination Meeting.

The existing sidewalk on North Main Street ends approximately 2000' south of the intersection of North Main Street/King Street and begins again on King Street approximately 1400' north of the intersection, leaving a "gap" of 3400'. The Town wishes to eliminate the gap. Underwood Engineers, Inc. has been retained by the Town to develop conceptual drawings depicting layout and sidewalk typical sections of several alternatives and to develop summaries of each alternative to include advantages, disadvantages, and cost estimates. Alternatives 1 through 4 show concepts that eliminate the gap. Underwood Engineers, Inc. reviewed these Alternatives with the representatives of the Town and NHDOT on 3/4/08. There were concerns over pedestrian safety in crossing King Street at either River Road or the intersection of North Main/King Street. Underwood Engineers, Inc. was asked to investigate Alternative 5, which continues the sidewalk on the west side of King Street northerly to Depot Street. This is supported by the two recent Corridor Studies of US Routes 3 and 4. It will be necessary to meet with the Transportation Enhancement Committee and obtain their support to expand the scope of the project before designing Alternative 5.

Attendees were provided a USGS map with the Study Area delineated and an outline of the five alternatives listed below. The Cultural Resource and Natural Resource groups are asked to evaluate the Study Area as shown, which extends up to Depot Street. Several photos of the existing conditions and older homes were provided, and plans were displayed showing locations of the photos.

Alternative 1:
• Extend the sidewalk from the south along the east side of Route 3.
North Main Street Sidewalks
Boscawen, New Hampshire
• Cross Route 4 at the traffic signals at the junction of Route 3 & 4.
• Continue the sidewalk behind the guardrail on the east side of Routes 3 & 4 until it connects with the sidewalk at River Road.

Alternative 2:
• Extend the sidewalk from the south along the east side of Route 3 to the school.
• Construct a crosswalk at the entrance to the school.
• Construct a sidewalk on the west side of Route 3 from the school to a point opposite the junction of US 3/4/River Road.
• Construct a crosswalk at junction of US 3/4/River road.

Alternative 3:

• Extend the sidewalk from the south along the east side of Route 3 to a point just south of the traffic signals at the junction of US 3 & 4.
• Construct a tunnel beneath US 3 & 4 in the vicinity of the traffic signals.
• Construct a footbridge crossing the brook that flows on the east side of US 3 & 4.
• Construct a sidewalk from the footbridge to River Road and along River Road until it meets the existing sidewalk at the junction of US 3/4/River Road.

Alternative 4:
• Extend the sidewalk from the south along the east side of Route 3.
• Cross Route 4 at the traffic signals at the junction of Route 3 & 4
• Continue the sidewalk behind the guardrail on the east side of Routes 3 & 4 to the south.
• Construct the sidewalk across the wooded area south of the 30" reinforced concrete pipe outlet (that carries the brook beneath Route 4) until it reaches River Road.
• Construct the sidewalk along River Road until it meets the existing sidewalk at the junction of US 3/4/River Road.

Alternative 5:
• Extend the sidewalk from the south along the east side of Route 3 to the school.
• Construct a crosswalk at the entrance to the school.
• Construct a sidewalk on the west side of Route 3 from the school to a point opposite Depot Road.
• Construct a crosswalk at junction of US 3/4/Depot road.

Beth Muzzey requested further review of the project during the design phase. Joyce McKay asked when that may happen. David Foster responded that it would be some time this year. Rich Roach expressed reservations about Alternative #3 because of the brook crossing. Dick Boisvert stated that no Archeological Survey would be necessary.

New London 14884 (no federal number). Participants: Christine Perron (3717) and Jim Marshall (3344); Rich Roach, Army Corps; Dick Boisvert, NHDHR.

Jim Marshall gave a brief overview of the project, and J. McKay reminded everyone that this project was being reviewed again because of the possible significance of the stone pile to the Native American community. J. McKay and Dick Boisvert gave a brief history of events leading up to this point. In the early 1990s, Dick tested the area around the stone pile and found one piece of 19th century whiteware, which is an artifact commonly found in 19th century agricultural fields. Based on his investigations and the proximity of the stone pile to the stonewall built with similar stones, he concluded that the stone pile's origin dated to sometime in the 19th century. When the existing Park & Ride was built later in the 1990s, representatives of the Abenaki tribe interacted with Gary Hume from DHR. A letter from Gary Hume to Donna Moody suggests that they found the stone pile to be a sacred site to the Native American community. For this reason, District 2 chose to avoid impacting the stone pile during the construction of the original Park & Ride. J. McKay explained that the only correspondence that NHDOT has on file regarding this coordination is a letter dated 8/28/1995 from Gary Hume to Donna Roberts. Donna Roberts was then representing the Abenaki. Also, a plan was sent to "R. Moody" on 6/6/1995.

With the current proposal to expand the Park & Ride, URS was hired by NHDOT and recently completed an archaeological survey of the area surrounding the existing parking lot. This survey did not find anything that would indicate that the stone pile was Native American in origin. However, Dick pointed out that archaeological surveys, including the surveys completed by

himself and URS, do not consider "traditional cultural properties," which is a subject that is beyond the discipline of archaeology.

Jim Marshall explained that the proposed design currently avoids impacting the stone pile and leaves a 25-foot buffer around the pile. This buffer eliminates 11 to 12 parking spaces. Adding these spaces elsewhere is difficult because of other concerns, including cost, wetlands, impaired waters, and the town's desire to keep a buffer along NH Route 11. J. Marshall stressed that avoiding the stone pile would be possible. However, he did not want to avoid it if it is not necessary to do so and the only way to determine that would be to coordinate with Native American groups. Rich Roach suggested that if additional wetland impacts were necessary, it could be better justified if the Native American community confirmed the stone pile's significance. The discussion then turned to how coordination with the Native American community should proceed.

D. Boisvert provided J. McKay with two lists of tribal contacts. However, it was decided that for now the tribe that had originally been consulted on this project in the 1990s would be the only tribe consulted. Rich Roach, as the contact for the lead federal agency, agreed that coordinating with only one tribe would be preferable. J. McKay will send a letter and the CRS report to the Missisiquoi contact, and will copy Rich Roach and J. Marshall.

There was a brief discussion about the stonewall that would be impacted by the proposed expansion. Because this stonewall is not located along a public road, it is not subject to the Stone Wall Policy. However, Beth Muzzey and Dick Boisvert asked if it would be possible to reuse the stones from the stonewall to create a new wall along the south side of the Park & Ride. Jim thought that it would be possible.

Boscawen, 14678 (no federal number). Participants: Christine Perron and Chris Carucci, NHDOT.

Chris Carucci gave a brief overview of the project. This project involves a permit from the Army Corps of Engineers and may receive funding from FEMA. The existing concrete box culvert under US Route 3 was at one time extended with a corrugated metal pipe under the rail trail. This rail trail was formerly the Northern Railroad line, which is eligible for the National Register. The box culvert and metal pipe were damaged during the May 2006 floods and now require complete replacement. Because of the volume of traffic on this road (5000 vehicles per day), temporary signals would not work well; therefore a traffic detour using the rail trail was proposed. Because the rail trail is approximately 2 feet higher than the road, a gravel ramp would need to be built at both ends of the detour to make the trail accessible to traffic. An old railroad depot is located at the southerly end of the proposed detour. J. McKay stated that the detour should be located as far away from the depot as possible and that no vegetation should be cut around the depot. Beth Muzzey reiterated this request, stating that there were no concerns with running traffic over the rail trail, but she stressed that the depot is very fragile. These concerns would be taken into account when the detour is designed. It was also agreed that the rail trail would be returned to pre-construction conditions following the completion of this project. A no adverse effect memo will be issued.

Carroll 14635 (no Federal #). Participant: Jim Garvin.

The Town of Carroll's project for the low Warren Truss Bridge (143/051) was briefly discussed. The intent of the town is to move the bridge to a trail location. NHDHR was concerned that the temporary storage location approval by the land holding agency had not been clarified, and they

wanted to ensure as much as possible that DRED agreed with the use of the bridge on its trail. The removal of the bridge creates an adverse effect, and relocation to the trail is considered to be the mitigation for that effect. It was noted that a Corps permit would be needed to replace the bridge on its current location, which meant that Section 106 was involved and that a MOA was needed. The relocation mitigation would be one of the stipulations. Engineer Matt Low of HTA would need to contact Rich Roach for the development of the MOA and issuance of the permit with a condition for treating the bridge.

Andover, X-A000(219), 14169. Participants: Charles Blackman and Kevin Nyhan.

Charles Blackman presented this project, which involves replacing the bridge that carries NH Route 11 over NH Route 4 and the Northern Railroad. C. Blackman presented three detour alternatives for consideration. One alternative would place traffic on a town road that passes through Potter Place; one would place traffic on a bypass road through the cultural features of Mary Peter's Garden; and one would require a jug handle configuration on the existing alignment. Several design considerations and impact considerations make the Potter Place detour preferable to the DOT. Alex Bernhard, consulting party, indicated via email that from the Friends of the Northern Rail Trail perspective, the Potter Place detour is preferred. After discussion regarding vibratory monitoring, extent of pavement, etc., it was agreed that the Potter Place detour is the best alternative. Beth Muzzey expressed concern with widening the roadway along the detour and about the stability of the store building across the street from the Depot. If the project would just pave the existing roadway along the detour, this is the alternative SHPO supports.

B. Muzzey and L. Wilson noted that there is a National Register listed property at this intersection, but effects will not be known until vibratory monitoring has commenced. The major concern was for the vibratory rollers.

K. Nyhan briefly discussed project effect, however he pointed out that he would like to make sure consulting parties are in attendance before going too far with the discussion. B. Muzzey indicated that the proposed structure might result in an adverse effect.

Historic Covered Bridge Program. Participants: Jim Garvin, Dave Powelson, Nancy Mayville.

Candidates for FY 2008 historic covered bridge grants were reviewed. Applications are due in headquarters by 4/30/2008. As of now, the 2007 selections have not been made, and Washington will not release the status of any candidates until the selections have been announced. The Whittier Covered Bridge in Ossipee was nominated in 2007, and the Thompson Covered Bridge in Swanzey in 2006. If the Whittier Covered Bridge is not selected for funding this time, it will automatically be considered for FY 2008 funding unless the DOT sponsor indicates otherwise.

Several bridges were discussed as potential nominees for the upcoming round of grants:
Bath Village Bridge
This bridge appears to be the "next most jeopardized" covered bridge. The Town of Bath is beginning to seem interested in participating in the Federal Program. The project would require a significant investment to bring the bridge up to the six or ten ton load capacity. Ten tons is necessary because emergence vehicles need to cross the bridge. It was also noted that DHR

doesn't have the best working relationship with the Town because of past disagreements over money.

Blair and Bump Bridges

Bridge Maintenance was looking at these two bridges, located in Campton. N. Mayville explained that because of a new directive, we can no longer offer Bridge Maintenance crews for municipal projects because their priority must be state-owned bridges.

Lyme

The bridge in Lyme is a Town Lattice Truss bridge in which the roof is supported at the top of the truss at fairly long intervals. The top chords are starting to bow out of alignment. The roof collapsed and was replaced in the 1980s.

Randolph

This bridge features an open Pony Truss and is in need of a fire suppression system. There is no room for a sprinkler system in the open truss. "NoChar", thus, is likely the only option. This is a small project.

The committee decided that the top priorities should be:

1. Bath Village Bridge (should they desire to move forward)
2. Lyme

N. Mayville will contact the towns to see if they are interested.

J. McKay inquired about the need to review the Whittier Covered Bridge project. Work is underway on this bridge because it was on the verge of collapse. The town was unable to wait for federal money. N. Mayville tapped into State Bridge Aid funds for $150,000 and stipulated that the load must be brought up to six tons. It was suggested that Sean James of Hoyle Tanner should come to a future meeting to provide an update.

Salem-Manchester, A000(192), 10418C. Participants: Jim Garvin, Charlie Hood, Pete Stamnas, and Dave Powelson.

J. Garvin requested that three additional bridges that are being removed by the I-93 project south of the Prowse Bridge undergo limited documentation prior to their removal. It was noted that the project, which is replacing the Cross Street Bridge, is currently underway and will need to be photographed in the near future. The other two bridges are on Brookdale Road and on NH Route 102 at Exit 4. The Clarkson Construction Co., using a similar design to that exhibited by the Ash Street or Prowse Bridge, erected the three bridges. They all exhibit welding and are statically indeterminate structures as developed for the Prowse Bridge. They are two-span, stringer, continuous, variable section bridges with a haunch over the center pier. Their documentation would be used to fill out the engineering context for the Prowse Bridge. For the photographs of the three additional bridges, the key areas are the haunch, central pier, area underneath the bridge, and the bridge shoes and rollers.

Submitted by Joyce McKay and Sarah LeVaun Graulty, Cultural Resources Program

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